



- Fluoropolymer coating
- Coil Resistance 2 Ω
- Opening time: <2.0 ms
- Closing time: <1.0 ms
- Max current opening: 7 A
- Max hold current: 2.8 A
- Working pressure: 0.2 ÷ 4.2 bar
- Maximum operating pressure: 4.5 bar
- Power supply: 10 ÷ 16 V DC
- Max. gas flow: 130 l / min
- Operating temperature range: -20 ° C to +120 ° C
- It is recommended to use a filter Perfect Blue
- Adjusting flow through the nozzle calibration

Includes: power supply connector, nozzle output and nozzle collector ø4 or ø6

# TECH-DRAGON Silver

**TYPE:** LPG/CNG Injectors

**MODEL:** TECH-DRAGON Silver

TECH-DRAGON Silver is an injection rail of LPG/CNG volatile gas phase. It can be easily installed in hard to reach places under the bonnet because of small diameters. Application of fluoropolymer coating prevents the moving injector parts from sticking of contaminants. This allows faultless operation and precise gas dosage. Reduction of friction significantly extends injector lifespan.

## INSTALLATION INSTRUCTIONS:

- We recommend to mount TECH-DRAGON Silver injectors with the Perfect Blue filter
- Wires between the injection rail and manifold screw plug must have an equal length, as short as it's possible, and secured with a hose clamp
- Always mount gas injectors with its nozzles face down, in a place that is not exposed to high temperatures (max. 120 ° C)
- The nozzles diameters should be matched depending on a value of power per cylinder
- The wires cannot be refracted, pressed and shall be unobstructed
- Wire formed on the nozzle should be secured with the hose clamp
- Nozzles that are screwed into the manifold should be located as close to the petrol injectors, with a similar angle, facing the intake valves
- All the nozzles should be mounted at an equal distance from the valve seats
- Thread of the nozzle that is screwed into the earlier threaded collector's hole, should be sealed with a special adhesive for threaded connections
- Before mounting injectors, drill the calibration nozzles for appropriate diameter, depending on the engine power
- The injectors calibration nozzles should be of the same diameter
- It is forbidden to drill the calibration nozzles directly in an injector